

[illegible][illegible][illegible]

The hearing of the case was resumed, when Captain Alderton recalled and said:—Had I heard a succession of shots fired, I would have known it meant that we were crossing a vessel's bows which was going astern and I would have kept on the port helm. I understand a misconception of short blasts to mean that a ship is not under command; I take it to mean danger and that I was not to approach nearer. The Board of Trade regulations about whistling are the same as they are on the river.

Counsel then summed up and the court adjourned to the 23rd.

JUDGMENT.

His Lordship now delivered judgment as follows:

This is a cause of damage instituted on behalf of the owners, master and crew of the Chinese steam vessel *Wan Nien-ching* against the British steamship *Wan Ning*, owned and managed by the P. & O.S.N. Company, about 1,900 tons, and of 1,000 horse power. The collision occurred on the morning of the 20th January last between 6 and 7 a.m. at a spot in the mouth of the River Yangtze, about 10 miles from Shanghai, and was caused by the *Nepaul* carrying the mails, passengers and cargo from Hongkong to Shanghai, had anchored the preceding evening about 5 o'clock at the mouth of the river, and, on the morning of the collision, having discharged her anchor at or about 5 minutes past 6, was proceeding up the river towards Shanghai. The *Wan Ning* was at anchor on the preceding evening at the spot where the collision occurred, and was still at anchor there when it was run into and sunk by the *Nepaul*. Normal look having been given by the plaintiffs as to their vessel having been at anchor in a proper place at the time of the collision, with proper lighting lights burning and a sufficient lookout maintained, the burden of proof was admittedly thrown on the defendants, and that the accident therefore did not occur by their default. It was therefore desirable to consider their case in the first instance. They allege in their answer that shortly before 6 a.m., on the 20th January, the *Wan Ning*, in charge of the mails, was proceeding towards the Tungsha Wharphip, at the mouth of the river Yangtze, heading north-west-north, and making between six and seven miles an hour, and that at about 5 minutes past 6, about half a knot an hour, and the weather was overcast and hazy. The *Nepaul* had all her lights burning, and was brightly and in a good look-out was being kept on by her crew. The look-out whistle of the *Nepaul* was heard by the board. Under these circumstances, those on board the *Nepaul* heard the sharp blast of the whistle of the *Wan Ning*, and, supposing that the vessel port bow, and supposing that the vessel from which the sound proceeded was approaching, and directing her course, to starboard, they immediately ordered the vessel to turn full speed astern and the order was obeyed at the helm hard-a-port, but immediately after such order was given, and before it could be carried out, a bright light suddenly came into view nearly astern, and the vessel was ordered to stop crossing to starboard, the helm of the *Nepaul* as ordered hard-a-starboard; very shortly after the helm of the *Nepaul* struck the starboard side of the *Wan Nien-ching*, about amidships, and the defendant expressly charge the *Wan Nien-ching* with having kept a bad or insufficient look-out, with not having given sufficient warning by bell or whistle on them, with having omitted to sound a bell and with improperly blowing a steam whistle while at anchor, and they allege generally that the *Wan Nien-ching* was in default and negligence of those on board the *Nepaul*, and that there was no default or contributory negligence on the part of those on board the *Nepaul*, and that, so far as the *Nepaul* is concerned, the collision was caused by the default of the defendants on the other hand, having heard the evidence given on behalf of the plaintiffs, and that the *Nepaul* was in default on five different points, to-wit:—

- (1) That the *Nepaul* was in default in not having, immediately after anchoring, immediately the fog

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oving in, who she might reasonably expect
fall in with steamers and sailing vessels, both
another and underweight, was proceeding at an
enormous rate of speed from the time she first went
full speed, until the collision. They are also
opinion that her slowing down from full to
full speed at the time she did so, that is to say
about 6.30 a.m., was not a sufficient pre-
paration to take at the time, in view of the in-
creased thickness of the weather. The Asses-
sors then advised me that she ought to have
been fully gone astern, and perhaps even have anchored.

This being so I now come to the considera-
tion of the manoeuvres of the *Nepaul* on hearing
the collision. The *Nepaul* was at the time

[illegible][illegible]

NEWS BY THE GERMAN MAIL.

The Norddeutscher Lloyd steamer *Brannschweig* arrived here on Saturday morning. We are indebted to the Agents, Messrs. Melchers & Co., for copies of the London papers of the 2d January, from which we take the following news:—

THE PRINCE OF WALES ON THE DISPOSAL OF LOCAL JUBILEE FUNDS.

The following reply has been received by a distinguished gentleman, who wrote to the Prince of Wales on the subject of the Queen's Jubilee:—“Sir,—In reply to your communication, I am instructed to inform you that, in the name of His Royal Highness, it must be left entirely to those who raise a fund in celebration

ommencement of the fiftieth year of her
 Majesty's reign to determine whether such
 should be applied to local purposes rather
 to the support of a national memorial—If
 your obedient servant, F. W. Abel."

ON

ON

THE CANADIAN FISHERIES QUESTION.

Renter's telegram dated Ottawa Jan. 21.
 "The gravity that the Fisheries ques-
 tion between Canada and the United States has as-
 sumed is engaging the active attention of the
 British and Canadian authorities, and it is earnestly
 called for the appointment at the earliest pos-
 sible date of an Imperial Commissioner to
 negotiate, with the assistance of the British

ON

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at Washington, a revision of the Resolution of 1915, which is specially affected by the recent decision of the House of Representatives, and the Foreign Affairs Committee of the American House of Representatives. In regard to the proposition to be chosen, it is felt that a distinction should be made between the United States and Canada, such as the Marquess of Lorne, would represent British interests, and at the same time make due allowance for American susceptibilities in this connection.

LORD RANDOLPH CHURCHILL AND THE TITANIC

Mr. Charles Sumner, a Conservative elector for the district of Glasgow, represented by Mr. David Russell, having written to Lord Randolph Churchill calling his attention to the fact that the wreck of the Titanic had put on a new face, he had received from his lordship a letter in which the latter was a great tribute to Gladstone's financial genius—has received the following reply:—"I, Connaught-place, London, W. 8, have just received your letter of the 12th inst. and am glad to be able to inform you that you are entirely responsible for the interpretation which Russell may have put on my letter to you to which you refer. That letter seems to me particularly timely and, as far as it goes, I proceed. If you come to the conclusion that the expenditure accounts for the last twenty years, I think it is possible that you and that the management of the national debt since 1874 and 1880 was not quite so satisfactory. This rather summary view of the financial situation is discovered to be a whole not inconsiderable the cause might be some amount of reason be assigned to elementary demoralization, which in its origin is regarded as arising from—(1) Irish difficulties; (2) unwise legislation; (3) unwise foreign policy. I am rejoiced, however, from your correspondent, and from other sources, to learn that the Government's financial expenditure is beginning to receive the same attention of the masses of the people in this country.—I am, dear Sir, yours faithfully, Randolph S. Churchill."

THE MAIL CONTRACTS AND NAVAL RESERVE SHIPS.

THE ADMIRALTY, the Admiralty, announced in a statement, Ormskirk that the most suitable British steamer might be placed at the disposal of the Government on the termination of the mail contract with Messrs. P. & O. It was stated that Mr. J. P. Fowler, late Secretary to the Treasury, Lord Wolverton, the late Lord Postlethwaite, and the Admiralty had given notice of the termination of the mail contract with Messrs. P. & O. and White Star Companies in Liverpool. The Government to which they belonged had the parties who drew up the terms on which the contract was made, and the Admiralty had the right to terminate the contract. Tenders for a permanent contract were to be received by the Government, and he believed he was correct in stating that all the Liverpool companies were to be invited to tender. He said that he would receive the contract, but he assured them that no one felt so strongly that himself the importance, from the point of view of the mail vessels carrying the British flag. Their presence on the ships upon which they had to rely in the event of war for the fast transit of troops, and he said it was the duty of the Government to maintain the British flag. Their presence on the ships could maintain the British mail service under the British flag. So strongly did he feel that encouragement should be given to the companies to maintain the British mail service under the British flag.

acted at the instance of the present Board Admiralty, and would, he thought, be carried successful issue, whereby the services of the suitable British steamers would be held at disposal of the Government, and the payment moderate salary subtraction.

SHIPPING INTELLIGENCE.

(Continued from last page.)

PASSENGERS.

ARRIVED.

For *Thames*, etc., from Shanghai.—For Hongkong.—Sir R. Kinnaird and native servant, Messrs. J. H. Cameron, J. F. Reid, Julius Peterson, B. C. Johnston, Yuen Pui, Ng Peng Ke and 2 servants, and 10 Chinese, docked. For Bombay.—H. H. Stoad, and Miss Samal. For London.—J. W. Macnamara, Mr. R. M. and Mrs. E. and 2 children; Capt. J. A. Alderton, Mr. E. and Mrs. Campbell, Professor Dr. Eggert family, Messrs. V. Qiese, Edgar Voigt, W. Gieseler, L. Lembeck, and O. von Have.

For Bremen.—Mr. and Mrs. Mason, Messrs. H. and A. Marshall, and 1 Chinese. For Francisco.—2 Europeans and 365 Chinese. For London.—3 Chas. Tindall and infant.

For Great Britain.—For Yokohama.—Mr. and Mrs. Campbell, Professor Dr. Eggert family, Messrs. V. Qiese, Edgar Voigt, W. Gieseler, L. Lembeck, and O. von Have.

For Brunschwicg, etc., from Shanghai.—Prince Frederick Leopold, Prince Francis, Graf von Nieu-Hoony and servants, Consul Haek, H. D. and Mrs. Yun, 6 Chinese ladies and servants, and Mr. Vyryan D'O. Windig, Mr. and Mrs. F. Schlegel, Mr. H. Levy, Lewis, Beysell, Eastan, Pond, Myburgh, and Salter's Opera Company.

REPORTS.

The British steamer *Tumeni*, from Chinkiang, Feb. 9, February, reports bad variable winds and heavy weather.

The British steamer *Albany*, from Nagasaki, Feb. 9, February, reports bad fresh N.E. winds and foggy weather throughout the passage.

The British steamer *James Watt*, from Saigon, Feb. 9, February, reports bad fine clear weather light N.N.E. and N.E. winds and smooth sea.

The British steamer *Ningpo*, from Shanghai, Feb. 9, February, reports good thick mist rain till off Breaker Point; from thence north light wind and thick weather.

The British steamer *Lenzang*, from Shanghai, Feb. 9, February, reports first part of passage had N.W. gale and cloudy weather; latter part variable winds and fine weather. On the 56th day of the voyage she met the *Stem*, off Tarabouat, id for Shanghai.

The British steamer *Namoa*, from Foochow, Feb. 9, February, Amoy 23rd, and Swatow 25th, reports from Foochow to Amoy light airs and rainy weather. From Amoy to Swatow fresh strong wind and fine weather. From Swatow to Hong Kong light S.W. breeze and greatest weather. Amoy steers *Hongho* and *Bankam*. In Swatow steers *Hoboo* and *Neuschwang*. In Foochow steers *Maria* and *Hay-Mia*.

COMMERCIAL INTELLIGENCE.

SATURDAY, 26th February.

OPENING.

Motations are:—

Malwa	.....\$525 per picul, allow. of	
	15 to 24 catties.	
Malwa	.....\$540 per picul, allow. of	
	15 to 24 catties.	
Malwa	.....\$550 per picul, allow. of	
	15 to 24 catties.	
Malwa (Now)	.....\$520 per picul, allow. of	
Malwa (Now)	.....\$475 " "	

EXCHANGE.	
LONDON—	
Telegraphic Transfer	.....3/24
Bank Bills, on demand	.....3/24
Bank Bills, at 90 days' sight	.....3/24
Bank Bills, at 4 months' sight	.....3/24 3/32
Credits, at 3 months' sight	.....3/24
Documentary Bills, at 4 months' sight	.....3/24
PARIS—	
Bank Bills, on demand	.....4/18
Bank Bills, at 4 months' sight	.....4/18
Credits, at 3 months' sight	.....4/18
NEW YORK—	

Credit Bills, on demand	78 1/2	LAR
Credita, 60 days sight	79 1/2	
BOMBAY—		
Telegraphic Transfer	21 1/2	Add
Bank, on demand	22 1/2	
CALCUTTA—		
Telegraphic Transfer	21 1/2	FIVE
Bank, on demand	22 1/2	
SHANGHAI—		
Bank, at sight	7 1/4	(A V
Private, 30 days sight	7 1/2	B
SHARES.		
Notations are:—		
Hongkong and Shanghai Bank Shares—1/8		

per cent. premium, sellers.

Insurance Society of Canton, Limited—
\$85 per share, buyers.

Insurance Company's Shares—
\$866 per share.

China Insurance—Tls. 285 per share.
Insurance Association—Tls. 110 per
share.

Insurance Company, Limited—\$180 per
share.

Insurance Company, Limited—Tls. 148
per share.

Insurance Office, Limited—\$75 per
share, as dis.

Fire Insurance Company's Shares—
\$424 per share, sellers.

Insurance Company's Shares—\$89
per share.

Marina Insurance Company, Limited—
\$80 per share.

Fire Insurance Company, Limited—
\$80 per share.

Whampoa and Whampoa Dock Company's
Shares—115 per cent. prem., sellers.

Whampoa, Canton, and Macao Steamboat Co.'s
Shares—450 per share, buyers.

Navigation Co.'s Shares—
50 per cent. discount, sellers.

and Manila Steamship Company, Limited—
30 per cent. discount, nominal.

Steamship Company Limited—\$46
per share.

Whampoa Gas Company's Shares—\$125 per
share.

Hotel Company's Shares—\$180 per
share.

Sugar Refining Company, Limited—\$140
per share.

Sugar Refining Company, Limited—\$58
per share.

Ice Company's Shares—\$444 per
share.

and China Bakery Company, Limited—
\$25 per share.

Tin Mining and Smelting Company
and Sungchi Duo Samantan Mining
Company, Limited—\$144 per share.

Singar Cultivation Company—Tls. 18 per
share.

Rapa Manufacturing Company, Li-
—\$45 per share.

and Glass Manufacturing Co.,
Limited—60 per cent. discount.

Watson & Co., Limited—32 per cent.
premium.

and Kowloon Wharf and Godown Co.,
Limited—3 per cent. prem., buyers.

Insurance Company, Limited—\$22
per share.

Imperial Loan of 1884 A—2 per cent.
premium.

Imperial Loan of 1884 B—6 per cent.
premium.

Imperial Loan of 1884 C—5 per cent.
premium, sales.

Imperial Loan, 1886 E—\$4 per cent.
premium, sales.

Imperial Government 1885 Dollar Loan
—3 per cent. premium.

HONGKONG TEMPERATURE.

From Messrs. Falgout & Co.'s Barometer,
February 24th.

Barometer—P.M.	30.120
Thermometer—P.M.	50.94
Barometer—A.M.	30.094
Thermometer—A.M.	50.51
Barometer—P.M. (Wt. bulb).	50
Thermometer—P.M. (Wt. bulb).	50
Barometer—A.M. (Wt. bulb).	51
Thermometer—A.M. (Wt. bulb).	51
Barometer—Maximum	55
Thermometer—Maximum	55

[illegible]

25th February 1887, at 10 A.M.							
	Barometer reduced to Sea Level	Thermom- eter in Shade	Windspeed, Gusts	Wind, Direction & Force	Weather.	RAIN fall during the day.	No. of Severe Frost Days in Month
P	30.90	72°	26	N	1	c d	
M	30.87	59°	27	S	1	f	
A	30.15	50°	33	S	3	d f	
E	30.18	59°	29	S	1	b	
N	30.16	59°	29	S	1	a b	
W	30.17	—	—	SE	1	d f	
D	30.18	—	—	SE	1	d f	
Night	30.23	51°	30	—	0	e f	

The Barometer is steady over Exeter but is rising in the S-westerly coast of China. On account of the W winds in moderation. The temperature is moderate, the humidity is high, and the weather drizzly.

20th February, 1957, at 4 P.M.									
Wind	Temp.	Humidity	Pressure	Cloud	Wind	Temp.	Humidity	Pressure	Cloud
10.00	50.50	88	70	100	10.00	50.50	88	70	100
11.00	50.50	88	70	100	11.00	50.50	88	70	100
12.00	50.50	88	70	100	12.00	50.50	88	70	100
13.00	50.50	88	70	100	13.00	50.50	88	70	100
14.00	50.50	88	70	100	14.00	50.50	88	70	100
15.00	50.50	88	70	100	15.00	50.50	88	70	100
16.00	50.50	88	70	100	16.00	50.50	88	70	100
17.00	50.50	88	70	100	17.00	50.50	88	70	100
18.00	50.50	88	70	100	18.00	50.50	88	70	100
19.00	50.50	88	70	100	19.00	50.50	88	70	100
20.00	50.50	88	70	100	20.00	50.50	88	70	100
21.00	50.50	88	70	100	21.00	50.50	88	70	100
22.00	50.50	88	70	100	22.00	50.50	88	70	100
23.00	50.50	88	70	100	23.00	50.50	88	70	100
24.00	50.50	88	70	100	24.00	50.50	88	70	100
25.00	50.50	88	70	100	25.00	50.50	88	70	100
26.00	50.50	88	70	100	26.00	50.50	88	70	100
27.00	50.50	88	70	100	27.00	50.50	88	70	100
28.00	50.50	88	70	100	28.00	50.50	88	70	100
29.00	50.50	88	70	100	29.00	50.50	88	70	100
30.00	50.50	88	70	100	30.00	50.50	88	70	100
31.00	50.50	88	70	100	31.00	50.50	88	70	100
32.00	50.50	88	70	100	32.00	50.50	88	70	100
33.00	50.50	88	70	100	33.00	50.50	88	70	100
34.00	50.50	88	70	100	34.00	50.50	88	70	100
35.00	50.50	88	70	100	35.00	50.50	88	70	100
36.00	50.50	88	70	100	36.00	50.50	88	70	100
37.00	50.50	88	70	100	37.00	50.50	88	70	100
38.00	50.50	88	70	100	38.00	50.50	88	70	100
39.00	50.50	88	70	100	39.00	50.50	88	70	100
40.00	50.50	88	70	100	40.00	50.50	88	70	100
41.00	50.50	88	70	100	41.00	50.50	88	70	100
42.00	50.50	88	70	100	42.00	50.50	88	70	100
43.00	50.50	88	70	100	43.00	50.50	88	70	100
44.00	50.50	88	70	100	44.00	50.50	88	70	100
45.00	50.50	88	70	100	45.00	50.50	88	70	100
46.00	50.50	88	70	100	46.00	50.50	88	70	100
47.00	50.50	88	70	100	47.00	50.50	88	70	100
48.00	50.50	88	70	100	48.00	50.50	88	70	100
49.00	50.50	88	70	100	49.00	50.50	88	70	100
50.00	50.50	88	70	100	50.00	50.50	88	70	100

[illegible][illegible]

W. DOBERCK.
 Hongkong Observatory, 27th February, 1887.

WONG MAN SHING.
 Dealer in
 FURNITURE OF ALL KINDS,
 JAPANESE LACQUERED WARES,
 CURIOS, &c., &c.
 PRICES MODERATE.
 53, QUEEN'S ROAD CENTRAL,
 Victoria Hotel Buildings.
 Hongkong, 16th February, 1887.

1888

WARE BOTTLE WHISKY

NAPIER JOHNSTON'S BLEND,
 Superb Quality,
 PALMER & Co.'s SELECTION.
 Apply to
 LANE, GRAWFORD & Co.,
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號 生 怡
 COAL MERCHANTS;
 have always on hand
 GE STOCKS OF EVERY DESCRIP-
 TION OF COAL.
 —Care of Messrs. Kwong Sung & Co.
 No. 68, PRAYA.

HUNDRED DOLLARS REWARD.

TRADE MARK.

Vetch Face with the words "Hang Moo" in English and Chinese at each side).

NOTICE is hereby given that Mr. LEUNG SHIK WAN (梁士雲) of the "HANG SENG, Honan, Canton, compiled with the rements of Ordinance No. 16 of 1873 for registration in this Colony by his mark as follows:—The Tea and the Samoy has been duly ordered.

Notice of Registration appeared in the *Mineral Gazette* (Notification No. 430 of

LEUNG-SHIK WAN is informed that
n Traders have imitated or used his Trade
and he offers a Reward of \$500 to any
who shall give satisfactory information
of such imitation or wrongful use
aid Mark.
HENRY J. HOLMES is Solicitor for the
LEUNG SHIK WAN.
ed this 7th day of February, 1887.

恒美

NOTICE.

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Reasonable Prices
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BRACONSFIELD ARCADE,
Large Assortment of New Satsums and
Kares, Brocade, Kimonos, Sorens, Saks
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Kongok, 26th February, 1887. [433

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[418
FOR SALE.
"AMPAIGNE "MONOPOL E"
—HEIDSIECK & Co.—
OPOLE Red SEAL (medium dry).
Do. "use" Red FOIL (dry).
Do. GOLD FOIL (dry).
Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co. Ratna,
For Hongkong, China, and Japan.
[1894
1895.
FOR SALE.
THE BRITISH STEAMER, "SOO CHOW,"
Capacity, 313 Tons.
Speed, 11 Knots.
Sufficiently repaired last month.
At moderate.
H. O. T. M.

Broker,
18, Bank Buildings,
Queen's Road.
[281
Kongkang, 5th February, 1887.

FOR SALE.

A. S. HEIDSIECK'S
CHAMPAGNE, 1880 WHITE STAR.
1..... per case of 1 dozen quarts.
2..... per case of 2 dozen pinta.
PAUL DUBOIS & Co's
LABRET, GRAND VIN LEONVILLE.
1..... per case of 1 dozen quarts.
CLARET, CHATEAU LABRET.

8..... per case of 2 dozen pinta.
PONTET CANET.
.50 per case of 1 dozen quart,
PALMER MARGAUX.
.50 per case of 1 dozen quart.
.50 per case of 2 dozen pinta.
LOB HONG.
..... per case of 1 dozen quart.
JOHN WALKER & SONS
OLD HIGHLAND WHISKY.
..... per case of 1 dozen bottles.
ALSO
FLETLER PALMER & Co's
WINES AND SPIRITS.
SUNSHINE & SONS
January 1st, 1874

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WARRANTED the very best **Quality**
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a **Demon** or **less**, **White Crystal** **Glasses**
3, **Key Brand**.
GENEVEER in **Stone Bottles** and
JANSEN BITTERS.

PISTOLS, RIFLES, REVOLVERS, CAR-
TRES, SHOT, &c., &c., &c.

RISING HOPKINS SHAG TOBACCO from
Refined

J. F. SCHEFFER,
21, & 23, Pottinger Street.

FOR SALE:

GLO-CHINESE CALENDAR,
1887.
FOR THE DESK.

In RED AND BLACK,
OR RED IMITATION MOROCCO CASE.

PRICE ONE DOLLAR.

LY & WALKER, W. BRAUER, LANE.

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FOR SALE.

AT WHOLESALE PRICES.

CONE'S SHERRY, PORT,
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GUNNERY, LAWN MOWERS,
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TS, OILS, VARNISH.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Kongsong, 1st January, 1888. [38]

 FOR SALE.
 GERMAN BEER,
 KAISERLI "Zur Eiche," **KING,**
 38 per Case of 4 dozen quarts.
 EDUARD SCHELLHARTS & Co.,
 Sole Agents.
 Hongkong and China.
 Kongsong, 4th November, 1886. [3073]

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 IMPERIAL QUARTO.

GLISH AND CHINESE
DICTIONARY.
WITH THE PUNTSI AND MANDARIN
PROMUNCIATION.
The Anglo-Chinese Dictionary, published at the
Daily Press Office, Shanghai, is
comprehensiveness and practical service
work stands unrivalled. All the words
which the Chinese have of late years been
de to coin to express the numerous ob-
machinery, photography, telegraphy,
science generally, which the rapid advance
ign relations has imposed upon them, are
in *extenso*. Each and every word is
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